



SUPPLEMENTARY REGULATIONS FOR FIM LAND SPEED WORLD RECORDS 2021 Bonneville Motorcycle Speed Trials

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

Article 1 – PUBLICATION

Name of the Event: Bonneville Motorcycle Speed Trials (BMST)

National Sporting Authority: American Motorcyclist Association (AMA)

Address: 13515 Yarmouth Drive, Pickerington, Ohio 43147 USA

Phone: +11 (0)1-614-856-1900

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Email: bcumbow@ama-cycle.org

Web: www.ama-cycle.org

Definition of the Event: FIM Land Speed World Record Event

Organizer: Deliciate Promotions LLC.

Address: Bonneville Salt Flats, Wendover, Utah USA

Date: Sunday August 29 through Thursday September 02, 2021

Article 2 – OFFICE OF THE ORGANIZATION

Organizer: Deliciate Promotions LLC

Address: PO Box 222, Poulsbo, WA 98370

Phone: +11 (0) 1-530-263-7276

Email: info@bonnevillemst.com

Web: <https://bonnevillemst.com/>

Article 3 – COURSE and PADDOCK

Courses set up related to accuracy of the length and timekeeping is FIM Homologated.

Safety and rescue related needs shall not be less than the minimum standards provided for the National Laws in which the event is taking place.

Multiple courses may be available at varying lengths. Shorter courses may overlay the main course.

Basic Course - The “basic course(s)” may consist of 3-mile total run (a one mile approach, one mile timed, and one mile shut down). As per Art. 1.10.1 of FIM Land Speed World Records regulations.

Intermediate Course(s) - The “intermediate course(s)” may consist of a 5-mile total run (two-mile approach, one mile timed, and two-mile shut down).

Long Course - The “long course” may consist of up to an 9-mile total run (up to 3.5-mile approach, one mile timed and up to 3.5 mile shut down).

Streamliner Course - On request and entry, any streamliner participant may discuss with the promoters their desired course length (to be extended from the long course, subject to conditions).

The event organisers in consultation with FIM have total discretion as to the number of courses, their locations, and the length of each course. The determining factor for course number(s) and design(s) will be weather and course conditions.

At all times, all runs shall be flying start.

All motorcycles shall begin their runs at the designated 'Start' position. If a short course overlays a long course, the 'Start' or the short course shall be designated a mile/location for its start point.

Specialized vehicles (such as streamliners, electric etc.) may be authorized to begin at an alternative starting location to accommodate course conditions. Permission shall only be granted by the FIM steward.

All competitors that have passed scrutineering are eligible for the Basic course.

To compete on the intermediate course, the entrant must be capable of exceeding 160 km/h (100 mph). If the capability is in question; the entrant must complete a run on the basic course in excess of 160 km/h (100 mph) and present their timing ticket at registration to receive their intermediate course sticker.

To compete on the long course, all motorcycles shall run on the intermediate course in excess of 280 km/h (175 mph) and present their timing ticket at registration to receive their long course sticker. Motorcycle and Rider that have a recorded pass over 160 km/h (100 mph) or 280 km/h (175 mph) at a previous Land Speed Records meeting should receive their applicable course sticker & wristband in registration and are exempt from qualifying each year (same rider & motorcycle combination required).

Streamliners are exempt from pre-qualification on the basic or intermediate course.

All courses are open to any class. Participants will not have to re-qualify for their applicable course if a change in class has taken place as long as the same motorcycle has exceeded 160 km/h (100 mph) or 280 km/h (175 mph).

The course(s) length will only be changed after the meeting begins due to weather or other conditions contributing to deteriorating course conditions and with the approval of Race Direction.

PADDOCK

Access to the facility will be authorized from Saturday August 24, 2019, 9:30 am.

The positioning of the competitors in the pits and in the paddock will be subject to prior authorization from the organization. During all interventions, motorcycles must be placed on an environmental mat, sheet or tarp, to protect the ground. Please also refer to Course/Event map enclosed.

The official notice board is located at the front of the operations trailer.

It is formally forbidden to use the course or its immediate approaches with any race machine whatsoever except during Official Sessions with Race Official approval.

Article 4 – OFFICIALS

Race Direction:

FIM CCR Steward: Franck VAYSSIE

FMNR Sporting Steward: Mike BURKEEN

Organizer Event Director: Delvene REBER

Other officials:

FIM Technical Steward: Dominique HEBRARD
Chief Technical Steward (FMNR): Curtis SMITH
FMNR Technical Steward: Drew GATEWOOD
FMNR Impound Control Steward: Rob BAUGHMAN
Chief Medical Officer: Dr. Ray ROSSI
Organizer Operations Manage & Course Director: Lucas REBER
Timekeeping: Chronologic Timing – James RICE and Alan RICE

Administration:

FMNR Licensing: Connie FLEMING
FMNR Administration: Lakota ASWORTH
Organizer Registration: Linnea JOHNSTON
FIM Administration: Victoria CORREDOIRA

Article 5 – CLASSES

The organization will accept all recognized FIM classes except:

- Category III Group E Snowmobiles & Group G Quad Racers,
- Category IV
- all Type X vehicles.

Article 6 – ENTRIES and RIGHTS

Riders taking part in the attempt must hold a 'one event' FIM Land Speed World Records license (Art. n° 62 197 11) issued by the riders' national federation (FMN).

Each entry must include a Land Speed World Record application form (enclosed) and a BMST online registration: <https://bonnevillemst.com/entry/>

The entry information must be received by the AMA as the FMNR **30 days** before the date set for the beginning of the event. Entries will not be accepted within 30 days of the event. The entry must include photos certifying the condition of the machine (2 photos with fairing and 2 without fairing).

Modification of the Entry

There shall be no entry modifications approved after the official start of on course activity except as follows:

An entry may be modified to a different class if required for technical compliance only with the original machine entered and prior to that machine participating in the event.

An entry may be expanded to include an additional class entry only with the original machine entered, prior to the official start of on course activity, and with the approval of the Event Director and the FIM Steward.

Please also refer to the organiser's website information: <https://bonnevillemst.com>

Refund of the Entry

Refunds will be provided with written notification in excess of 30 days. Refunds with less than a 30 day notice will be issued less a processing fee. Entry fees may be transferred to the following year or another participant. No refunds will be issued after an entry has participated in on course activity. FIM license and start permission fees will not be refunded. Weather refunds will be in accordance with the weather policy.

Article 7 – REGISTRATION, SCRUTINEERING AND BRIEFINGS

No competitor and no motorcycle will be allowed onto the course if the registration and scrutineering are not completed.

The schedule of registration, scrutineering and briefings shall be as follows:

Registration:

Sat Aug 28	1000 - 1630
Sun Aug 29 – Wed Sept 01	0700 - 1800
Thu Sept 02	0700 - 0900*

* Pre-Entered additional Class/Rider or RWB Only

Scrutineering:

Sat Aug 28	1030 - 1700
Sun Aug 29 – Wed Sept 01	0700 - 1800
Thu Sept 02	0700 – 1000*

* Pre-Entered additional Class/Rider or RWB Only

Scrutineering will be supervised by FIM licensed Technical Stewards.

Riders' Briefing:

Sun Aug 29	0800
Mon Aug 30 – Thu Sept 02	0645*

The briefing on Sunday August 29 is **compulsory** for all riders.

***Prior to the track opening.**

Each subsequent day, a briefing will provide updated event information (as per scheduled above). Riders are responsible for pursuing information distributed at the riders' briefings and posted on the official notice board.

All riders must obtain an initial briefing prior entering the course.

Article 8 – EVENT SCHEDULE

It is strictly forbidden to ride racing vehicles on the course outside official sessions.

Date	Gates Open	Pre-Stage	Racing	
Sun	Aug 29	0600 - 2000	0900 - 1700	0900 - 1800
Mon	Aug 30	0600 - 2000	0700 - 1700	0730 - 1800
Tue	Aug 31	0600 - 2000	0700 - 1700	0730 - 1800
Wed	Sept 01	0600 - 2000	0700 - 1700	0730 - 1800
Thu	Sept 02	0600 - 1400	0700 - 1100	0730 - 1300

The above schedule may be modified due to unacceptable weather or course conditions restricting course availability. The ending time each day is based on the time entering the measured mile as determined by timing and scoring. The ending time will be extended on a daily basis to the extent possible to allow for course closures due to weather or course conditions. Any modifications to the scheduled ending time each day will be announced and posted as soon as available. Any modifications to the starting time for the following day will be announced and posted at the conclusion of race activity each day.

Article 9 – JURISDICTION

This meeting will be held in accordance with the following Regulations or Codes:

- **FIM Land Speed World Records Regulations PROVISIONAL**
- **FIM Sporting Code and FIM Disciplinary & Arbitration Codes**
- **FIM Medical Code**
- **FIM Anti-Doping Code**
- **FIM Environmental Code**
- **FIM Code of Ethics**

The current FIM Regulations & Codes in force are available and up dated from time to time on: <https://www.fim-moto.com/en/documents>

Any cases or matters not provided for by the FIM, FMNR regulations or these Supplementary Regulations, will be settled by the Race Direction of the event.

These rules/codes apply to all participants (rider, team manager, mechanic, etc.), organisers and officials who are participating an FIM Land Speed World Record event.

Event Officials:

The FIM Steward shall be appointed by the FIM CCR and shall supervise the attempt. The FIM Steward is not responsible for the organization of the attempt but he must see that all the necessary requirements have been met.

Race Direction shall consist of the FIM CCR Steward, the FMNR Sporting Steward and the Organizer Event Director.

Each member of Race Direction has a vote with the FIM Steward having the casting vote in the event of a tie.

The Race Direction will meet at any time during the event, at least prior to the event and at the end of each day.

The meetings shall be chaired by the FIM Steward. The FIM Technical Stewards may attend the regular Race Direction meetings without voting rights.

The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, and officials.

The authority and duties of the Race Direction are (see Art. 2 and 3 of the FIM Disciplinary & Arbitration Code):

– To ensure the smooth and efficient running of the event.

- To approve all the provisional results of the event.
- To impose penalties for any infringements or actions contrary to the Regulations.
- To impose penalties for any action prejudicial to the interests of the event.
- To adjudicate on any protest relating to infringements of the Regulations.

The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code.

- Warnings
- Fines
- Time Penalty
- Disqualification
- Suspension
- Exclusion
- Refer the case to the CDI to impose a higher penalty than the Race Direction/FIM Steward is empowered to do.

– Specific penalties:

Specific penalties for certain offences are provided for in the FIM Sporting Code, the FIM Medical Code, the FIM Anti-Doping Code, the FIM Environmental Code and the FIM Code of Ethics.

Article 10 – PROTESTS AND APPEALS (see Art. 4 of the FIM Disciplinary & Arbitration Code)

Protest

All protests are to be formulated in accordance with the FIM Disciplinary and Arbitration Code and these supplementary regulations.

The Race Direction will hear any protests that are lodged during the event.

Any person or organization affected by a disciplinary decision of an Official has the right to protest this decision. This protest must be presented in writing to the FIM Steward 1 hour at the latest after the results have been posted.

Security deposit for a protest to the Race Direction is 660 Euros (or 750 USD).

Appeal

All appeals are to be formulated in accordance with the FIM Disciplinary and Arbitration Code and these supplementary regulations.

An appeal may be made in writing against a decision of the Race Direction (and/or FIM Steward) to the International Disciplinary Court (CDI) within 5 days.

Security deposit for an appeal against the Race Direction (and/or FIM Steward) decision is 1320 Euros (or 1500 USD).

After exhaustion of the FIM internal instances, an appeal to the CAS may be lodged within 5 days at the latest after the notification in writing of the decision of the International Tribunal of Appeal (TIA).

Article 11 – EQUIPMENT STANDARDS

Equipment standards will be as per the FIM Land Speed World Records Regulations in force.

See Technical Appendix 2 from Regulations: Riders' equipment & FIM Helmets standards.

Article 12 – OPERATING PROCEDURES

Operating procedures will be as per the FIM Land Speed World Records Regulations in force.

FIM Land Speed World Record events take place in conjunction with National record attempts and will use the same procedures for pre-staging, staging and starting as the National program.

The BMST Racing Rider's Handbook provides reference information regarding the event and is available at: <https://bonnevillebmst.com/about/rider-handbook/>

Starters have the authority to prohibit any machines from the course. With respect to machines attempting FIM record runs, the authority of the FIM steward supersedes that of the starters.

For clarification, an FIM Land Speed Record attempt is made over two consecutive runs, each in an opposite direction, the speed will be calculated using the average mean time recorded over the two consecutive runs (see Art. 1.29.1 of the FIM Land Speed World Records Regulations in force).

The time between the start and finish of a complete attempt must not exceed two hours.

The start time begins when the machine officially enters the timed section on the first run and is complete when the machine enters the final timed section per timing and scoring.

Every reasonable effort will be made to allow a participant the opportunity to complete the two consecutive runs within the two hour period but it is the responsibility of the participant.

The ending time each day will not be extended to accommodate this rule.

Only participants that have a reasonable chance to make a successful complete attempt will be allowed to make a consecutive run. A reasonable chance is generally defined by being within 5 per cent of the record on the first run but the final decision will be made by the FIM Steward.

If the participant meets the criteria to make a second run they will be escorted to the impound area and subsequently back to the starting area for the return run. Exceptions may be made to this process for streamliners or special needs machines at the discretion of the FIM Steward in which case there will be an observer assigned to remain with the machine until the return run.

Article 13 – SUCCESSFUL ATTEMPTS

Successful attempts must meet the FIM equipment standards and be accomplished complying with the FIM operating procedures. The attempt must also result in a recorded speed in excess of a current established class record (if a current record is established) and in excess of all other attempts within the same class during the same day.

Successful attempts will result in a tentative record however only the fastest tentative record within the same category, group, division, type and class will be recognized each day.

Successful attempts that result in a tentative record will not be recognized as a "FIM LAND SPEED WORLD RECORD" until it has been ratified by the FIM.

If a record is still in the process of being ratified, any advertising concerning the results of the attempt must clearly state, in legible characters, "SUBJECT TO FIM RATIFICATION".

The participant who obtains a tentative record will be notified and is held responsible to notify the organizer without delay of any errors or omissions regarding the record.

Article 14 – INSURANCE

By approving of the entry form, the rider's FMN must provide the rider with the appropriate FIM Riders' Licence and certifies that he is personally insured in compliance with the FIM Sporting Code in force (see Art.110.2) & FIM Year Book.

It is the responsibility of the rider to check the Insurance coverage condition with his FMN.

The organizer has taken out an insurance policy covering the liability of the riders in the event of accident (s) occurring during the Event (as per Art. 110.1.1 of FIM Sporting Code & FIM Year Book in force.

A copy of the contract is available upon request. The organiser cannot be held responsible for damages caused to a vehicle, accessories or equipment through accident, fire or any other causes (As per Art. 110.3 of FIM Sporting Code in force).

Article 15 – RELINQUISHING ALL RIGHT OF CLAIM

Independently of the FIM Sporting Code status **in force**, riders by the mere fact of their participation, waive their rights of claim against the organizers, the AMA, the FIM, their representatives and employees, whether through arbitration, law courts, or any other means not specified in the FIM Sporting **Code in force** or these Supplementary Regulations, for any damage to which they may be exposed as a result of any act or omission committed by the organizer, AMA and FIM, their officials, representatives and employees, in the application of these rules, or any rules which might be brought into effect at a later date, or for any cause which may be a result of this.

Article 16 – POSTPONEMENT / CANCELLATION OF THE EVENT

Should circumstances or safety reasons demand it, the BMST Racing Event could be postponed or cancelled. The organizer, AMA and FIM will not be held responsible.

Should this occur, the organizer undertakes to process refunds in accordance with the organizer refund policy.

More event information at: <https://bonnevillemst.com/entry/>

Article 17 – CODE OF ETHICS

All persons participating or involved in any capacity in an FIM Sports event, or FIM activity, or acting on behalf of the FIM, commits themselves to respect and apply the FIM Ethical Code.

Article 18 – HEALTH PROTOCOL (2021)

A sanitary protocol is force with regards to the Covid-19 sanitary crisis in all FIM World Championship events.

- Wash your hands frequently with soap
- Use hydroalcoholic gel
- Avoid touching your eyes, mouth or nose.
- Avoid crowded places
- When possible, maintain a safe distance of 2 meters
- Clean the items you have used, or you are going to share
- Avoid handshakes, hugs and sharing bottles and glasses with others
- If you have symptoms contact immediately the CMO

All persons participating in the event and entering the paddock must comply with it. Any breach by a person belonging to a competitor's organization may be the subject of a report from the organizer to the sports authorities in addition to possible legal proceedings.

To enter USA:

For the latest travel information from the US Department of State:

<https://travel.state.gov/content/travel/en/us-visas/visa-information-resources/covid-19-travel-restrictions-and-exceptions.html>